

OHIO PUBLIC WORKS COMMISSION

65 East State Street, Suite 312

Columbus, Ohio 43215

(614) 466-0880

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 6/90

CB 507

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application for assistance in the proper completion of this form.

**APPLICANT NAME
STREET**

City of Cincinnati

801 Plum Street

Room 410

CITY/ZIP

Cincinnati, Ohio 45202

**PROJECT NAME
PROJECT TYPE
TOTAL COST**

Spring Grove Avenue Bridge Replacement
over the Millcreek, East of Kings Run Drive

Bridge Replacement

\$ 2,500,000.

**DISTRICT NUMBER
COUNTY**

2

Hamilton

PROJECT LOCATION ZIP CODE

45232

02 FEB 28 P 3:11
OFF THE
COUNTY ENGINEER

DISTRICT FUNDING RECOMMENDATION To be completed by the District Committee ONLY

RECOMMENDED AMOUNT OF FUNDING: \$ 2,000,000.00

FUNDING SOURCE (Check Only One):

State Issue 2 District Allocation

☒ Grant

☐ Loan

☐ Loan Assistance

State Issue 2 Small Government Fund

State Issue 2 Emergency Funds

Local Transportation Improvement Fund

FOR OPWC USE ONLY

OPWC PROJECT NUMBER: _____

OPWC FUNDING AMOUNT: \$ _____

1.0 APPLICANT INFORMATION

1.1 CHIEF EXECUTIVE
OFFICER
TITLE
STREET

Gerald Newfarmer

City Manager

801 Plum Street

Room 152 - City Hall

CITY/ZIP

Cincinnati, Ohio 45202

PHONE

(513) 352 - 3241

FAX

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1.2 CHIEF FINANCIAL
OFFICER
TITLE
STREET

Frank Dawson

Director of Finance

801 Plum Street

Room 250 - City Hall

CITY/ZIP

Cincinnati, Ohio 45202

PHONE

(513) 352 - 3732

FAX

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1.3 PROJECT MGR
TITLE
STREET

Brian H. Pickering, P.E.

Supervising Engineer

801 Plum Street

Room 410 - City Hall

CITY/ZIP

Cincinnati, Ohio 45202

PHONE

(513) 352 - 2452

FAX

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1.4 PROJECT CONTACT
TITLE
STREET

Joseph G. Walter, P.E.

Engineer

801 Plum Street

Room 410 - City Hall

CITY/ZIP

Cincinnati, Ohio 45202

PHONE

(513) 352 - 3424

FAX

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1.5 DISTRICT LIAISON
TITLE
STREET

William Brayshaw, P.E., P.S.

Chief Deputy County Engineer

Hamilton County Engineer's Office

138 East Court Street, Room 700

CITY/ZIP

Cincinnati, Ohio 45202

PHONE

(513) 632 - 8691

FAX

(513) 723 - 9748

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional in nature, information must be consolidated for completion of this section.

2.1 **PROJECT NAME:** Spring Grove Ave. Bridge Replacement
over the Millcreek, East of Kings Run Drive

2.2 **BRIEF PROJECT DESCRIPTION - (Sections A through D):**

A. SPECIFIC LOCATION:

Spring Grove Ave. Bridge over the Millcreek,
230' East of Kings Run Drive

B. PROJECT COMPONENTS:

This project involves removing the single span steel truss bridge, concrete deck and substructure, and replacing it with a two-span continuous steel beam bridge with a new reinforced concrete deck and substructure. Other removal and replacement work includes the approach slabs, approach curbs and sidewalks. One new pier will be constructed in the Millcreek.

C. PHYSICAL DIMENSIONS/CHARACTERISTICS:

Existing Length = 172'-0"

Existing Width = 54'-0" (38'-0" curb to curb with 2-8'-0" walks)

Proposed Length = 181.05'

Proposed Width = 74'-4" (60'-0" curb to curb with 2-6'-0" walks)

D. DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project include current residential rates based on monthly usage of 7,756 gallons per household.

The existing bridge width is inadequate. Although the existing bridge width is striped for four (4) 9'-6" lanes, due to the volume of truck traffic, the bridge is used primarily as a two-lane bridge. The proposed bridge width will consist of four (4) 12'-0" lanes with two (2) 6'-0" shoulders for a width of sixty (60) feet to nearly match the approach width on both sides of the bridge.

1992 ADT = 12,851 veh./day

2012 ADT = 19,430 veh./day

2.3 **REQUIRED SUPPORTING DOCUMENTATION**

(Photographs/Additional Description; Capital Improvements Report; Priority List 5-year Plan; 2-year Maintenance of Effort report, etc.) Also discuss the number of temporary and/or fulltime jobs which are likely to be created as a result of this project. Attach Pages. Refer to accompanying instructions for further detail.

3.0 PROJECT FINANCIAL INFORMATION

3.1 PROJECT ESTIMATED COSTS (Round to Nearest Dollar):

a)	Project Engineering Costs:	
	1. Preliminary Engineering	\$ <u>N/A</u>
	2. Final Design	\$ <u>N/A</u>
	3. Construction Supervision	\$ <u>N/A</u>
b)	Acquisition Expenses	
	1. Land	\$ <u>N/A</u>
	2. Right-of-Way	\$ <u>N/A</u>
c)	Construction Costs	\$ <u>2,250,000.</u>
d)	Equipment Costs	\$ <u></u>
e)	Other Direct Expenses	\$ <u></u>
f)	Contingencies	\$ <u>250,000.</u>
g)	TOTAL ESTIMATED COSTS	\$ <u>2,500,000.</u>

3.2 PROJECT FINANCIAL RESOURCES (Round to Nearest Dollar and Percent)

	Dollars	%
a)	Local In-Kind Contributions *	\$ <u>500,000.</u> <u>20</u>
b)	Local Public Revenues	\$ <u></u>
c)	Local Private Revenues	\$ <u></u>
d)	Other Public Revenues	
	1. ODOT	\$ <u></u>
	2. FMHA	\$ <u></u>
	3. OEPA	\$ <u></u>
	4. OWDA	\$ <u></u>
	5. CDBG	\$ <u></u>
	6. Other _____	\$ <u></u>
e)	OPWC Funds	
	1. Grant	\$ <u>2,000,000.</u> <u>80</u>
	2. Loan	\$ <u></u>
	3. Loan Assistance	\$ <u></u>
f)	TOTAL FINANCIAL RESOURCES	\$ <u>2,500,000.</u> <u>100</u>

* If the required local match is to be 100% In-Kind Contributions, list source of funds to be used for retainage purposes:

3.3 AVAILABILITY OF LOCAL FUNDS

Indicate the status of all local share funding sources listed in section 3.2(a) through 3.4(c). In addition, if funds are coming from sources listed in section 3.2(d), the following information must be attached to this project application:

- 1) The date funds are available;
- 2) Verification of funds in the form of an agency approval letter or agency project number. Please include the name and number of the agency contact person.

3.4 PREPAID ITEMS

Definitions:

Cost -	Total Cost of the Prepaid Item.
Cost Item -	Non-construction costs, including preliminary engineering, final design, acquisition expenses (land or right-of-way).
Prepaid -	Cost items (non-construction costs directly related to the project) paid prior to receipt of fully executed Project Agreement from OPWC.
Resource Category -	Source of funds (see section 3.2).
Verification -	Invoice(s) and copies of warrant(s) used to for prepaid cost accompanied by Project Manager's Certification (see section 1.4)

IMPORTANT: Verification of all prepaid items shall be attached to this project application

	<u>COST ITEM</u>	<u>RESOURCE CATEGORY</u>	<u>COST</u>
1)	_____	_____	\$ _____
2)	_____	_____	\$ _____
3)	_____	_____	\$ _____
TOTAL OF PREPAID ITEMS			\$ _____

3.5 REPAIR/REPLACEMENT or NEW/EXPANSION

This section need only be completed if the Project is to be funded by SI2 funds:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	\$ 2,500,000.	100 %
State Issue 2 Funds for Repair/Replacement (Not to Exceed 90%)	<u>\$ 2,000,000.</u>	<u>80%</u>
TOTAL PORTION OF PROJECT NEW/EXPANSION	\$ _____	_____ %
State Issue 2 Funds for New/Expansion (Not to Exceed 50%)	<u>\$ _____</u>	<u>_____</u>

4.0 PROJECT SCHEDULE

	ESTIMATED START DATE	ESTIMATED COMPLETE DATE
4.1 ENGR. DESIGN	<u>6 / 1 / 91</u>	<u>12 / 31 / 92</u>
4.2 BID PROCESS	<u>1 / 1 / 93</u>	<u>4 / 1 / 93</u>
4.3 CONSTRUCTION	<u>4 / 2 / 93</u>	<u>11 / 1 / 93</u>

5.0 APPLICANT CERTIFICATION

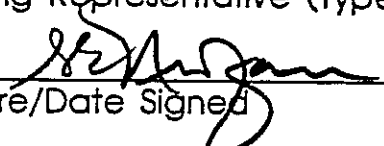
The Applicant Certifies That:

As the official representative of the Applicant, the undersigned certifies that: (1) he/she is legally empowered to represent the applicant in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised Code and 164-1 of the Ohio Administrative Code; (2) that to the best of his/her knowledge and belief, all representations that are a part of this application are true and correct; (3) that all official documents and commitments of the applicant that are a part of this application have been duly authorized by the governing body of the Applicant; (4) and, should the requested financial assistance be provided, that in the execution of this project, the Applicant will comply with all assurances required by Ohio law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in this application has not begun, and will not begin, until a Project Agreement on this project has been issued by the Ohio Public Works Commission. Action to the contrary is evidence that OPWC funds are not necessary to complete this project.

IMPORTANT: In the event of a project cost underrun, applicant understands that the identified local match share (sections 3.2(a) through 3.2(c)) will be paid in full toward completion of this project. Unneeded OPWC funds will be returned to the funding source from which the project was financed.

Gerald Newframer, City Manager
Certifying Representative (Type Name and Title)

X 
Signature/Date Signed

Applicant shall check each of the statements below, confirming that all required information is included in this application:

- | | | |
|----------|------------|--|
| <u>X</u> | | A <u>five-year Capital Improvements Report</u> as required in 164-1-31 of the Ohio Administrative Code and a <u>two-year Maintenance of Local Effort Report</u> as required in 164-1-12 of the Ohio Administrative Code. |
| <u>X</u> | | A registered professional engineer's estimate of useful life as required in 164-1-13 of the Ohio Administrative Code. Estimate shall contain engineer's <u>original seal and signature</u> . |
| <u>X</u> | | A registered professional engineer's estimate of cost as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimate shall contain engineer's <u>original seal and signature</u> . |
| <u>X</u> | | A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and to execute contracts. |
| <u>X</u> | YES
N/A | A copy of the cooperation agreement(s) (for projects involving more than one subdivision or district). |
| <u>X</u> | YES
N/A | Copies of all invoices and warrants for those items identified as "pre-paid" in section 4.4 of this application. |

6.0 DISTRICT COMMITTEE CERTIFICATION

The District Integrating Committee for District Number 2 Certifies That:

As the official representative of the District Public Works Integrating Committee, the undersigned hereby certifies: that this application for financial assistance as provided under Chapter 164 of the Ohio Revised Code has been duly selected by the appropriate body of the District Public Works Integrating Committee; that the project's selection was based entirely on an objective, District-oriented set of project evaluation criteria and selection methodology that are fully reflective of and in conformance with Ohio Revised Code Sections 164.05, 164.06, and 164.14, and Chapter 164-1 of the Ohio Administrative Code; and that the amount of financial assistance hereby recommended has been prudently derived in consideration of all other financial resources available to the project. As evidence of the District's due consideration of required project evaluation criteria, the results of this project's ratings under such criteria are attached to this application.

William W. Brayshaw, Chairman, District 2 Integrating Committee
Certifying Representative (Type Name and Title)

William W. Brayshaw 4-20-92
Signature/Date Signed

City of Cincinnati



Department of Public Works
Division of Engineering

Room 440, City Hall
801 Plum Street
Cincinnati, Ohio 45202

George Rowe
Director

Thomas E. Young
City Engineer

3.3 AVAILABILITY OF LOCAL FUNDS

Local share of the project costs will come from Hamilton County Municipal Road Funds which are currently available. The Municipal Road Funds come from an annual \$5.00 license plate fee.

City of Cincinnati



Department of Public Works
Division of Engineering

Room 440, City Hall
801 Plum Street
Cincinnati, Ohio 45202

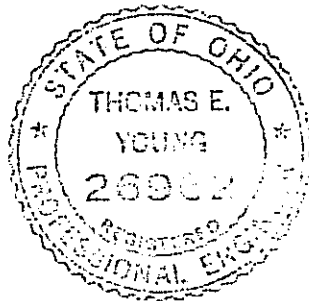
George Rowe
Director

Thomas E. Young
City Engineer

February 18, 1992

SUBJECT: SPRING GROVE AVENUE BRIDGE REPLACEMENT OVER THE MILLCREEK,
EAST OF KINGS RUN DRIVE
CERTIFICATION OF USEFUL LIFE OF ISSUE II OPWC PROJECTS

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject bridge replacement project is at least twenty (20) years.



(Seal)

T. E. Young, P.E.
City Engineer
City of Cincinnati

SPRING GROVE AVENUE BRIDGE REPLACEMENT OVER THE MILLCREEK, EAST OF KINGS RUN DRIVE

SCOPE

For furnishing all the materials, labor and equipment and performing all work necessary for the replacement of the Spring Grove Avenue Bridge over the Millcreek in accordance with the Plans, Specifications, and as directed by the Engineer.

QUANTITIES

It is understood that the quantities are approximate only and in no way shall govern the amount required during the contract period. The estimated quantities shall be used solely for the purpose of making a tabulation of the bids.

Where LUMP SUM is indicated, insert the complete price for Labor and Materials for performing all work under the Item. Where UNITS are shown, insert the price PER UNIT for Labor and for Materials.

REF. NO.	ITEM NO.	DESCRIPTION	ESTIMATED QUANTITIES	* LABOR & MATERIALS *	* TOTAL *
1	103	Contract Bond	Lump Sum	* 20,000.00 *	* \$20,000.00 *
2	201	Clearing and Grubbing	Lump Sum	* 4,000.00 *	* \$4,000.00 *
3	202	Wearing Course Removed	1,500 Sq. Yd.	* 5.00 *	* \$7,500.00 *
4	202	Pipe Removed	150 Lin. Ft.	* 10.00 *	* \$1,500.00 *
5	202	Manholes Removed	1 Each	* 500.00 *	* \$500.00 *
6	202	Inlets Removed	2 Each	* 200.00 *	* \$400.00 *
7	202	Obstructions Removed and Replaced	Lump Sum	* 1,500.00 *	* \$1,500.00 *
8	202	Structures Removed	Lump Sum	* 250,000.00 *	* \$250,000.00 *
9	203	Excavation Not Including Embankment Construction	500 Cu. Yd.	* 40.00 *	* \$20,000.00 *
10	203	Embankment	750 Cu. Yd.	* 20.00 *	* \$15,000.00 *
11	205	Special Fill Material	30 Tons	* 10.00 *	* \$300.00 *
12	253	Pavement Repair	30 Cu. Yd.	* 250.00 *	* \$7,500.00 *
13	305	9 in. Concrete Base	600 Sq. Yd.	* 30.00 *	* \$18,000.00 *
14	403	Asphalt Concrete, Leveling Course	70 Cu. Yd.	* 100.00 *	* \$7,000.00 *
15	404	Asphalt Concrete, Surface Course	70 Cu. Yd.	* 100.00 *	* \$7,000.00 *
16	503	Cofferdams, Cribs and Sheeting	Lump Sum	* 20,000.00 *	* \$20,000.00 *
17	503	Unclassified Excavation	2,004 Cu. Yd.	* 20.00 *	* \$40,080.00 *
18	505	Pile Driving Equipment Mobilization	Lump Sum	* 10,000.00 *	* \$10,000.00 *
19	507	12 in. Dia. Cast-in-place Reinforced Concrete Piles	8,000 Lin. Ft.	* 25.00 *	* \$200,000.00 *
20	509	Epoxy Coated Reinforcing Steel, Grade 60	180,081 Lbs.	* 0.75 *	* \$135,060.75 *
21	510	Dowel Holes	237 Lin. Ft.	* 15.00 *	* \$3,555.00 *

SPRING GROVE AVENUE BRIDGE REPLACEMENT OVER THE MILLCREEK, EAST OF KINGS RUN DRIVE

REF. NO.	ITEM NO.	DESCRIPTION	ESTIMATED QUANTITIES	* * LABOR & * MATERIALS *	* * TOTAL *	* *
22	511	Class C Concrete, Footings	350 Cu. Yd.	* 350.00 *	\$122,500.00	*
23	511	Class C Concrete, Abutments Above Footings	250 Cu. Yd.	* 375.00 *	\$93,750.00	*
24	511	Class C Concrete, Piers Above Footings	120 Cu. Yd.	* 450.00 *	\$54,000.00	*
25	511	Class C Concrete, Channel Floor	50 Cu. Yd.	* 275.00 *	\$13,750.00	*
26	511	Class S Concrete, Superstructure	375 Cu. Yd.	* 550.00 *	\$206,250.00	*
27	512	Type A Waterproofing	25 Sq. Yd.	* 30.00 *	\$750.00	*
28	513	Structural Steel. (AISC Category III)	500,000 Lbs.	* 0.80 *	\$400,000.00	*
29	513	Welded Stud Shear Connectors	3,500 Each	* 3.00 *	\$10,500.00	*
30	516	Lam. Elast. Bearings (9 in. X 14 in. Lam. Pad with Steel Load Plate)	20 Each	* 1,000.00 *	\$20,000.00	*
31	516	Lam. Elast. Bearings (12 in. X 20 in. Lam. Pad with Steel Load Plate)	10 Each	* 1,000.00 *	\$10,000.00	*
32	516	Structural Expansion Joints, Including Elastomeric Strip Seal	130 Lin. Ft.	* 250.00 *	\$32,500.00	*
33	517	Railing (Concrete Parapet with Double Pipe Rail)	450 Lin. Ft.	* 100.00 *	\$45,000.00	*
34	518	Porous Backfill	450 Cu. Yd.	* 50.00 *	\$22,500.00	*
35	518	6 in. Dia. Perforated P.V.C. Pipe	200 Lin. Ft.	* 10.00 *	\$2,000.00	*
36	518	6 in. Dia. Non-Perforated P.V.C. Pipe	20 Lin. Ft.	* 10.00 *	\$200.00	*
37	518	Scuppers, Including Supports	15 Each	* 500.00 *	\$7,500.00	*
38	519	Patching Concrete Structures	300 Sq. Ft.	* 120.00 *	\$36,000.00	*
39	602	Brick Masonry	1 Cu. Yd.	* 170.00 *	\$170.00	*
40	602	Concrete Masonry	1 Cu. Yd.	* 170.00 *	\$170.00	*
41	603	12 in. Concrete Pipe, Type H	40 Lin. Ft.	* 55.00 *	\$2,200.00	*
42	603	24 in. Concrete Pipe, Type B	20 Lin. Ft.	* 55.00 *	\$1,100.00	*
43	603	Manholes, Type P (Acc. No. 49001)	1 Each	* 2,000.00 *	\$2,000.00	*
44	604	Manholes Adjusted To Grade	3 Each	* 350.00 *	\$1,050.00	*

SPRING GROVE AVENUE BRIDGE REPLACEMENT OVER THE MILLCREEK, EAST OF KINGS RUN DRIVE

REF. ITEM				*	*	*
NO.	NO.	DESCRIPTION	ESTIMATED QUANTITIES	LABOR & MATERIALS	TOTAL	
45	604	Double Gutter Inlet (Acc. No. 49013)	2 Each	2,000.00	\$4,000.00	*
46	606	Type 5 Guardrail	88 Lin. Ft.	20.00	\$1,760.00	*
47	606	Type 1 Bridge Terminal Assembly	2 Each	650.00	\$1,300.00	*
48	606	Type 2 Bridge Terminal Assembly	2 Each	550.00	\$1,100.00	*
49	606	Type A Anchor Assembly	2 Each	800.00	\$1,600.00	*
50	606	Type T Anchor Assembly	2 Each	500.00	\$1,000.00	*
51	608	5 in. Concrete Walk	3,000 Sq. Ft.	6.00	\$18,000.00	*
52	609	Concrete Curb, Type B-1	700 Lin. Ft.	20.00	\$14,000.00	*
53	611	Reinforced Concrete Approach Slabs (T=13 in.)	350 Sq. Yd.	120.00	\$42,000.00	*
54	611	Reinforced Concrete Approach Walk (T=9 in.)	50 Sq. Yd.	120.00	\$6,000.00	*
55	614	Maintaining Traffic	Lump Sum	*100,000.00	\$100,000.00	*
56	614	Barrier Reflectors	6 Each	15.00	\$90.00	*
57	619	Field Office	Lump Sum	4,000.00	\$4,000.00	*
58	627	7 in. Concrete Driveway	1,024 Sq. Ft.	6.00	\$6,144.00	*
59	642	Edge Line	2,000 Lin. Ft.	0.50	\$1,000.00	*
60	642	Center Line	500 Lin. Ft.	0.50	\$250.00	*
61	659	Seeding and Mulching	1,000 Sq. Yd.	2.00	\$2,000.00	*
62	660	Sodding with Topsoil	150 Sq. Yd.	8.00	\$1,200.00	*
63		Special Asphalt Driveway	2,000 Sq. Ft.	10.00	\$20,000.00	*
64		Special Sealing of Concrete Surfaces (See Special Provisions)	1,800 Sq. Yd.	15.00	\$27,000.00	*
65		Special Field Painting of New Structural Steel, System OZEU (See Special Provisions)	500,000 Lbs.	0.20	\$100,000.00	*
66		Special Law Enforcement Officer with Patrol Car	20 Hours	45.00	\$900.00	*
67	509	Reinforcing Steel	3090 Lbs.	1.00	\$3,090.00	*
68	602	Brick Masonry	2 Cu. Yd.	600.00	\$1,200.00	*
69	626	Sheeting and Bracing ordered Left in Place	1 MFBM	1,000.00	\$1,000.00	*
70	1101	Furnishing and Laying 12"Ductile Iron Pipe and Fittings	150 Lin. Ft.	200.00	\$30,000.00	*

SPRING GROVE AVENUE BRIDGE REPLACEMENT OVER THE MILLCREEK, EAST OF KINGS RUN DRIVE

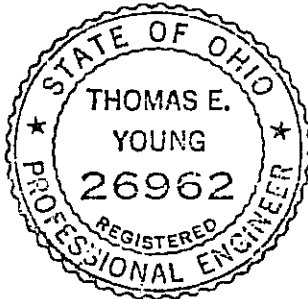
REF. NO.	ITEM NO.	DESCRIPTION	ESTIMATED QUANTITIES	* LABOR & MATERIALS *	TOTAL
71	1102	Hauling Water Works Material	5 Ton	* 50.00 *	\$250.00 *
72	1111	12" Valve Chamber (Pre-Cast)	2 Each	* 1,500.00 *	\$3,000.00 *
73	1119	Additional Excavation	50 Cu. Yd.	* 50.00 *	\$2,500.00 *
74	1120	Exploratory Excavation	50 Cu. Yd.	* 50.00 *	\$2,500.00 *
75	1121	Filling Abandoned Water Works Structures	11 Cu. Yd.	* 30.00 *	\$330.00 *

Unofficial Total =

\$2,250,000

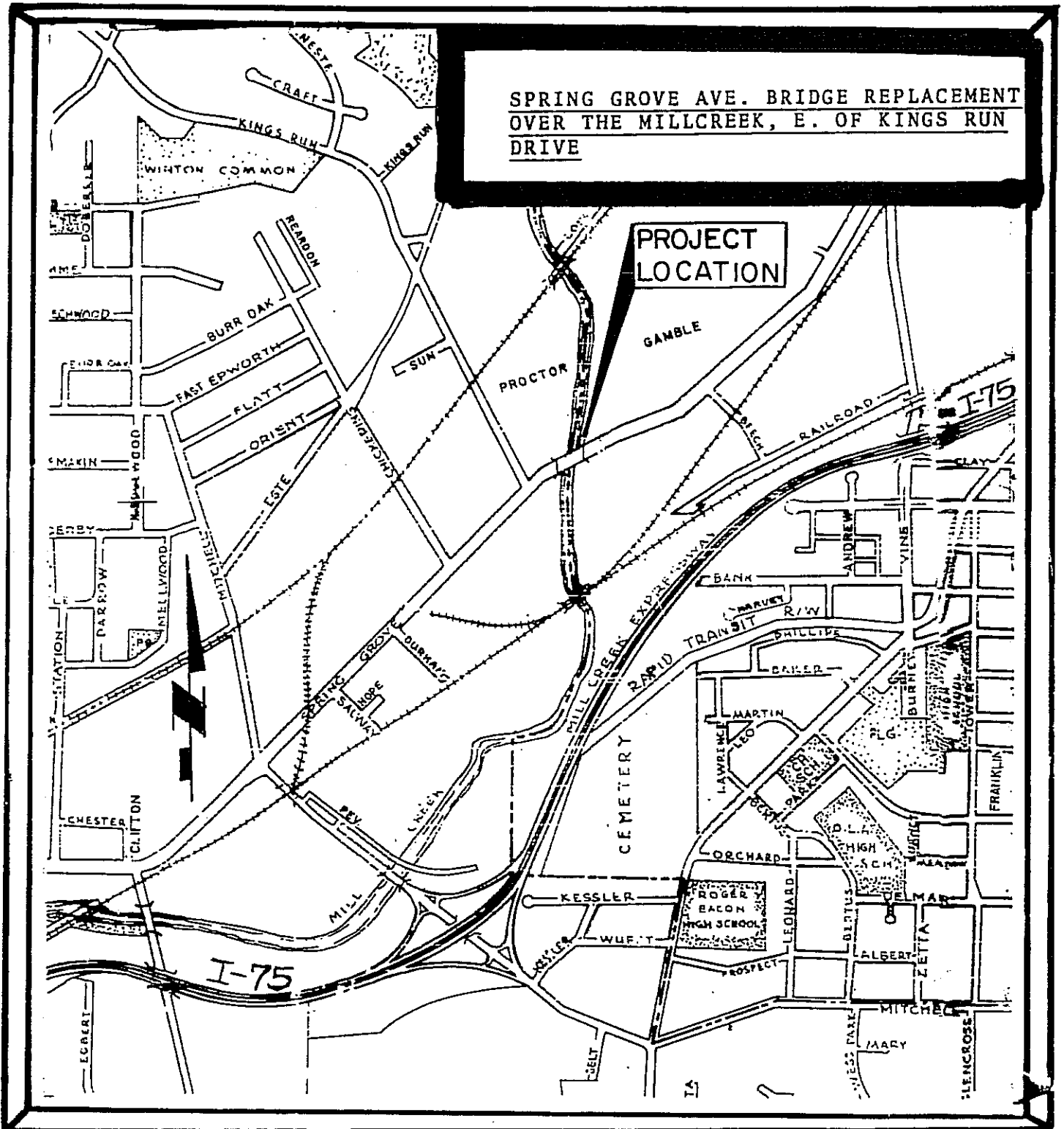
T. E. Young

T. E. Young, P.E.
City Engineer



SPRING GROVE AVE. BRIDGE REPLACEMENT
OVER THE MILLCREEK, E. OF KINGS RUN
DRIVE

PROJECT
LOCATION



VICINITY MAP

SCALE:



BRIDGE INSPECTION REPORT

CONDITION RATINGS

INDIVIDUAL ITEMS

1. Good Condition - No repair required
2. Fair Condition - Minor deficiency, item still functioning as designed.
3. Poor Condition - Major deficiency, item in need of repair to continue functioning as designed.
4. Critical Condition - Item no longer functioning as designed.

SUMMARY ITEMS

9. New Condition
8. Good Condition
7. Generally Good Condition
6. Fair Condition
5. Generally Fair Condition
4. Marginal Condition
3. Poor Condition
2. Critical Condition
1. Critical Condition
0. Critical Condition

GENERAL APPRAISAL AND OPERATIONAL STATUS - PART I

9. As Built Condition
8. Very Good Condition - No problems noted
7. Good Condition - Some minor problems
6. Satisfactory Condition - Structural elements show some minor deterioration.
5. Fair Condition - All primary structural elements are sound, but may have minor section loss, cracking, or spalling. Secondary elements may have significant deterioration.
4. Poor Condition - Advanced section loss, deterioration or spalling
3. Serious Condition - loss of section, deterioration, or spalling have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
2. Critical Condition - Advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present. Bridge should be closed, or closely monitored, until corrective action is taken.
1. "Imminent" Failure Condition - Major deterioration or section loss present in critical structural components. Bridge is closed to traffic but corrective action may be put back in light service.
0. Failed Condition - Out of service - beyond corrective action.

GENERAL APPRAISAL AND OPERATIONAL STATUS - PART II

- A. Open, no Restriction.
- B. Open, posting recommended but not legally implemented (all signs not in place).
- D. Open, would be posted or closed except for temporary shoring, etc. to allow for unrestricted traffic.
- E. Open, temporary structure in place to carry legal loads while original structure is closed and awaiting replacement or rehab.
- G. New structure, not yet open to traffic
- K. Bridge closed to all traffic.
- P. Posted for load (may include other restrictions)
- R. Posted for other load-capacity restrictions (speed, number of vehicles on bridge, etc.).

STATE OF OHIO DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
BRIDGE INSPECTION REPORT

Co. #66
Co. Insp. Resp.
Co. Maint. Resp.

BR-86 REV. 04-89

3	1	3	1	0	5	3
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STRUCTURE FILE NUMBER 7

BRIDGE NUMBER HAM 01E12 34101
CO ROUTE UNIT

YEAR BUILT 2700

DISTRICT 00

BRIDGE TYPE 344

TYPE SERVICE 155

Spring Grove Ave. Br. Over Mill Creek
E. of Este (Kings Run)

1 FLOOR: Exten. trans. cracking, minor efflor., spalls w/exp. reinf. forwork from former repairs.	8	3	2 WEARING SURFACE: Exten. trans. cracking, spalls, metal plate covering hole at N. curb.	40	3
3 CURB: SLOPES/WALK: N. walk closed. S. walk replaced (1985). Walk supports corr. w/section loss.	9	4	4 MEDIAN:	41	
5 RAILING: Impact at NE, rust, sec. loss at post bases.	10	2	6 DRAINAGE: 8 scuppers without drain pipes. Some partially clogged.	42	2
7 EXPANSION JOINTS: SW jt. plate loose, cracked, cont. repair, secures over SE joint.	11	3	8 DECK SUMMARY:	43	4
9 ALIGNMENT: Slight settlement at structure.	12	2	10 BEAMS/GIRDERS/SLABS:	44	
11 DIAPHRAGMS/CROSSFRAMES:	13		12 JOIST/STRINGERS: ext. corr. w/section loss at curbs fascia and end cant. stringers, inter. stringers gen. good.	45	3
13 FLOOR BEAMS: Exten. corr. with section loss at both end jts., minor corr. elsewhere	14	3	14 FLOOR BEAM CONNECTIONS: Severe corr. w/section loss, hole in web at S. end of most W floor beam.	46	3
15 VERTICALS: Rust, exten. corr. w/section loss at lower connections; impacted at SE.	15	3	16 : Rust, exten. corr. w/section loss at lower connections	47	3
17 END POSTS: Rust, exten. corr. w/section loss at lower conn., impacted at SE.	16	3	18 : Exten. rust on top, some loss of sec. and rivet deter. on horiz. angles.	48	2
19 LOWER CHORD: Severe corr. w/significant section loss; angles, ties plates and floor beam conns. are part. bad.	17	3	20 : Exten. corr. w/exten. section loss part. at gusset plates.	49	3
21 TOP LATERAL BRACING: Legs of angles completely gone @ gusset plate.	18	3	22 : Rust, exten. corr. w/loss of rivet heads on top of horiz. gusset plates.	50	3
23 : Rust, holes corr. thru at fascia.	19	3	24 BEARING DEVICES: Exten. corr. with loss of section, debris inhibiting exp. at W.	51	3
25 RECOMMENDED MAINTENANCE AND REPAIRS.	20	3	26 ARCH COLUMNS/HANGERS:	52	
27 1) Replace Grange 2) Remove debris from about. seats, part. at W. exp. joints. 3) Remove utility at S. walk (if no longer needed)	21	3	28 PAINT (YEAR/CONDITION): exten. corr. and section loss	53	7 4
31 LIVE LOAD RESPONSE: Vibration under truck loading.	23	5	30 FATIGUE CONNECTIONS:	56	
33 ABUTMENT: Vertical cracks on piles.	24	2	32 SUPERSTRUCTURE SUMMARY: Not redundant, not fatigue prone. Plans. filed 12-14-26 and 19-43-21 and 22. Most info/Lit. filed	57	3
35 PIERS	25		34 ABUTMENT SEATS: Vertical crack; debris	58	2
37 BACK WALLS: Vert. cracks; spalls conc. deter.; conc. repair poured integral w/deck at SE	26	3	36 PIER SEATS:	59	
39 FENDERS AND GULPHINS:	27		38 WINGWALLS: Spalls; conc. deter., part at tops.	60	3
41 Inspection estimates AASHTO Manual for Maintenance Inspection of Bridge "Routine Inspection" requirements.	28		40 SCOUR: No scour due to concrete channel lining.	61	1 1
43 GENERAL	29		42 SUBSTRUCTURE SUMMARY:	63	5
45 SHAPE	30		44 ALIGNMENT	64	
47 HEADWALLS OR ENDWALLS	31		46 BEAMS	65	
49 All main structural members were not inspected within an "arms reach" distance.	32		48 SCOUR	66	
51 ALIGNMENT	33	1	50 CULVERT SUMMARY	67	
53 WATERWAY ADEQUACY	34	1	52 PROTECTION: Channel floor and slopes 100% concrete lined; minor cracks.	68	1
55 PARKING: random cracking; road narrows for bridge.	35	2	54 CHANNEL SUMMARY: Army Corps of Engr. improvement project completed (1983)	69	8
57 GUARDRAIL: Present only at SW corner; needed at all corners and across structure.	36	1	56 APPROACH SLABS Cracked at #. (due to cont. repair pour over backwall jt.) asphalt overlaid.	70	3
59: ALIGNMENT: Over running abutment seat at NW.	37	2	58 RELIEF JOINTS: None apparent	71	
61: NAVIGATION LIGHTS:	38		60 APPROACHES SUMMARY	72	3
63: VERTICAL CLEARANCE:	39	1	62 WARNING SIGNS	73	
			64 GEN/APPRASIS/OPERATIONS:	74	3 A

65. INSPECTED BY

Christian H. Nyberg

SIGNED

C N

76 INITIALS

66. REVIEWED BY

SIGNED

78 INITIALS

CHRISTIAN H. NYBERG, P.E.

DOT 2852

DATE

0 1 2 8 9 2

0 0 0 0 1 N 0 0

DATE

94 99

EXHIBIT A

February 24, 1992

Mr. Donald C. Schramm, P.E., P.S.
Hamilton County Engineer
700 County Administration Building
138 East Court Street
Cincinnati, Ohio 45202

ATTENTION: Mr. Steve Mary

Dear Mr. Schramm:

SUBJECT: SPRING GROVE AVE. BRIDGE OVER THE MILLCREEK, E. OF KINGS RUN DRIVE
REDUCED POSTING

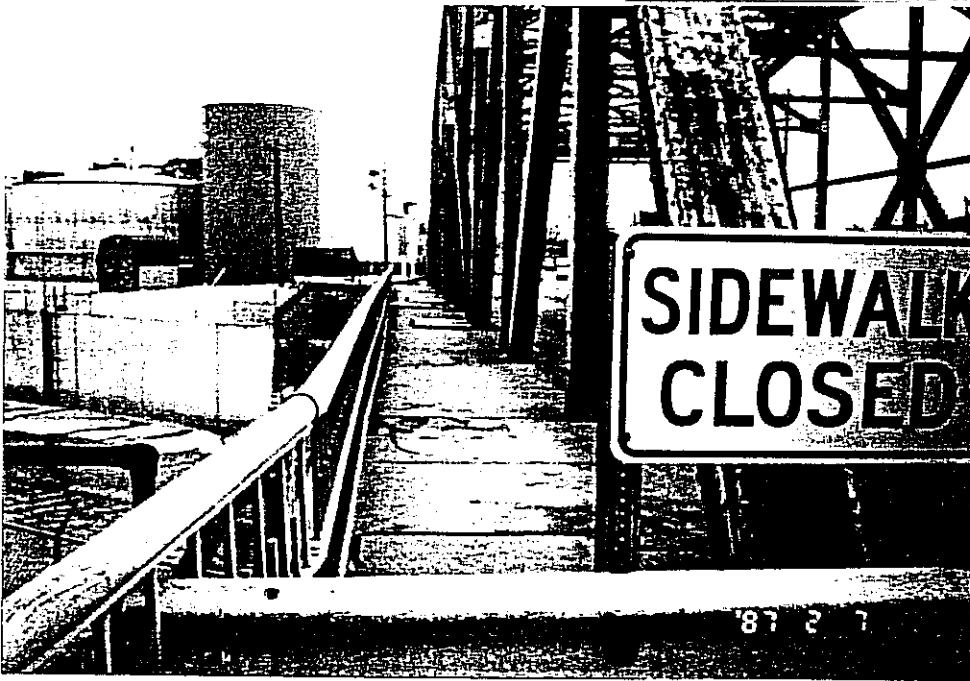
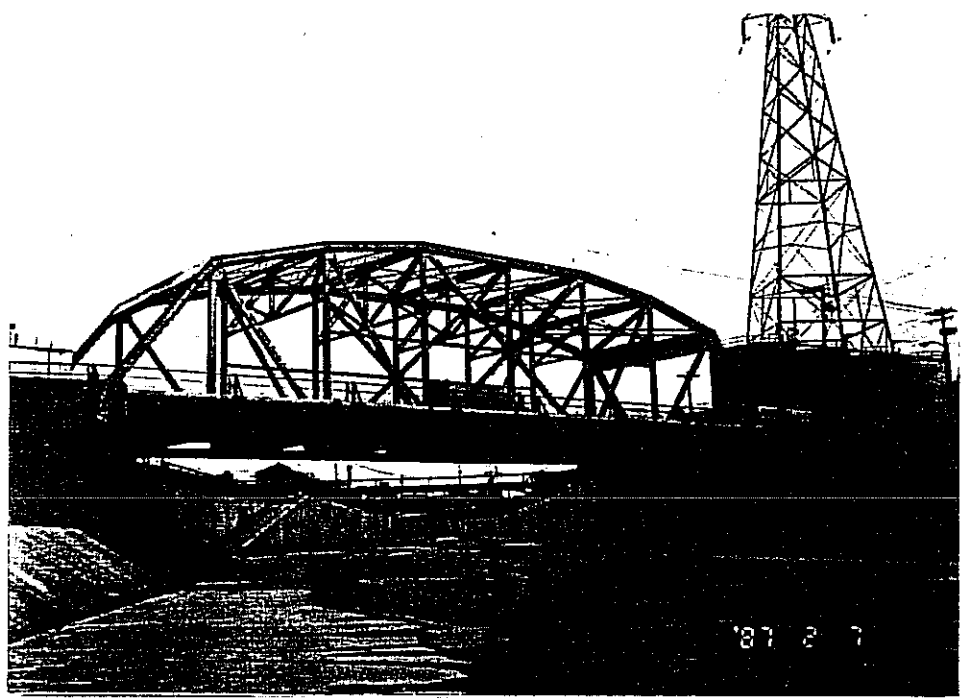
The City of Cincinnati has analyzed the Spring Grove Avenue Bridge over the Millcreek using the ODOT BARS bridge analysis and recommends that the bridge be posted for a maximum gross vehicle weight of 36 tons.

Please proceed with those steps necessary to execute a resolution journalizing the 36 Ton Gross Vehicle Weight Limit signage for the requested structure.

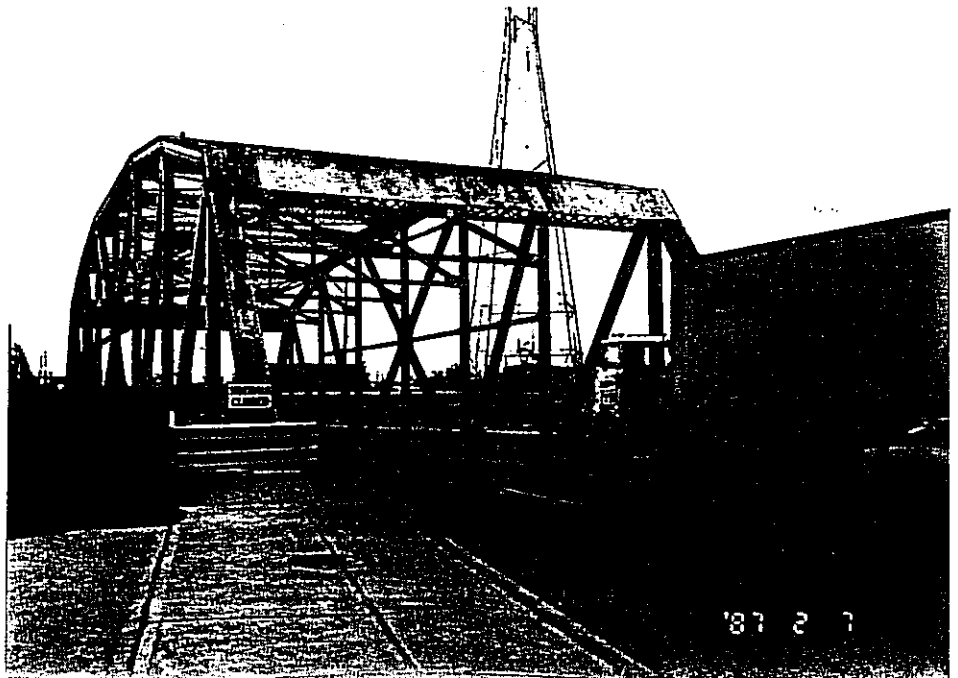
If you have any additional questions regarding this letter please call Brian Pickering at 352-2452.

Sincerely,

T.E.Young, P.E.
City Engineer



SPRING GROVE AVE. BRIDGE
REPLACEMENT OVER THE
MILLCREEK, E. OF KINGS
RUN DRIVE





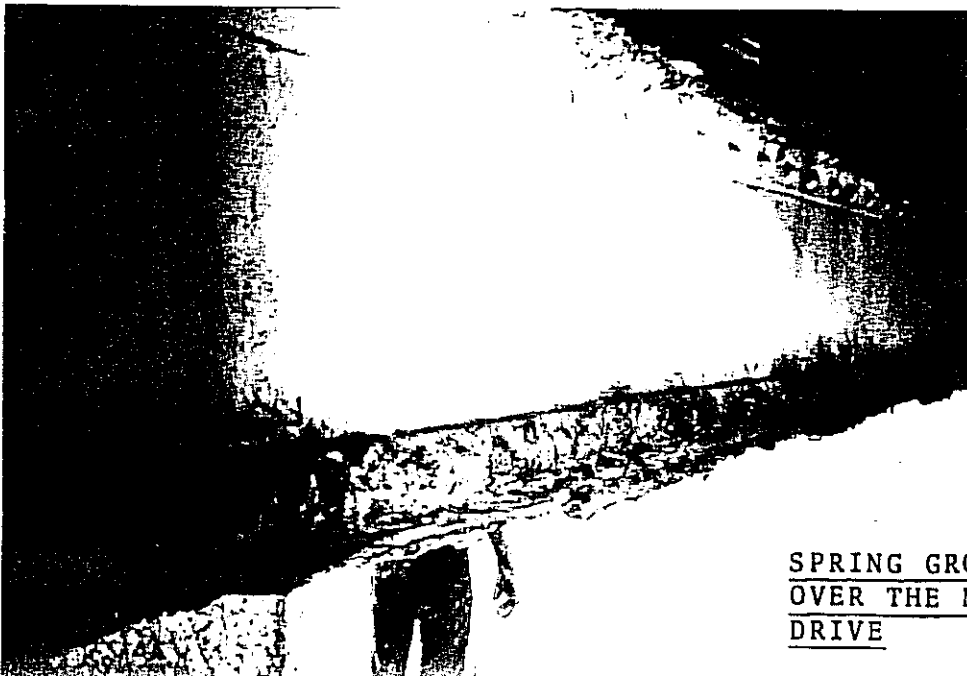
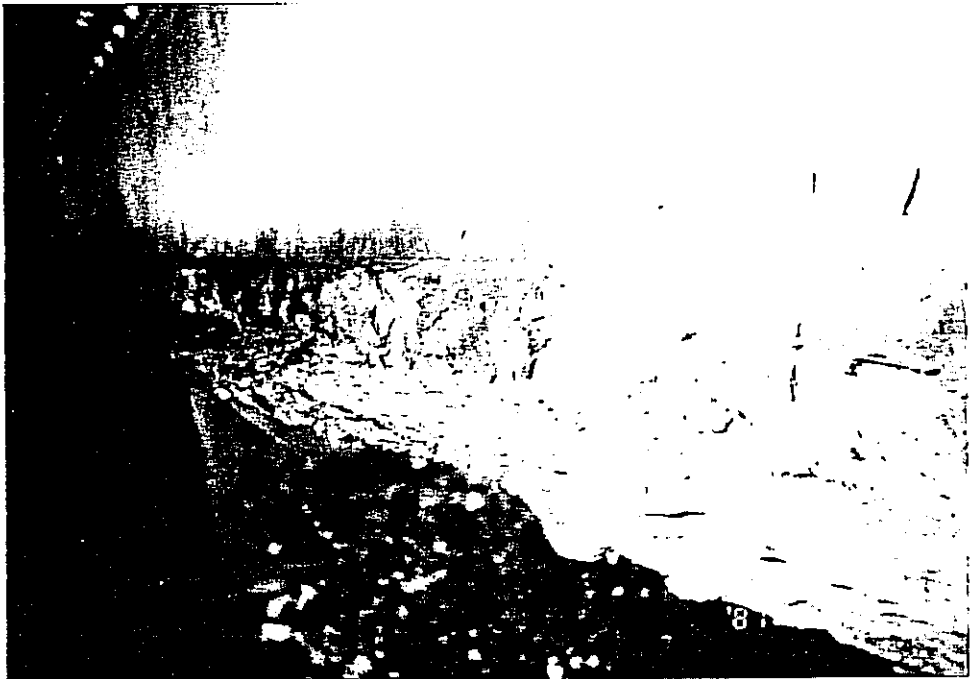
Holes in N. Concrete Sidewalk with corroded support brackets



SPRING GROVE AVE. BRIDGE REPLACEMENT
OVER THE MILLCREEK, E. OF KINGS RUN
DRIVE



Corroded Steel Beam



SPRING GROVE AVE. BRIDGE REPLACEMENT
OVER THE MILLCREEK, E. OF KINGS RUN
DRIVE

ADDITIONAL SUPPORT INFORMATION

For Fiscal Year 1993, jurisdictions shall complete the State application form for Issue 2, Small Government, or Local Transportation Improvement Program (LTIP) funding. In addition, the District 2 Integrating Committee requests the following information to determine which projects are funded. Information provided on both forms should be accurate, based on reliable engineering principles. Do NOT request a specific type of funding desired, as this is decided by the District Integrating Committee.

1. Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what percentage can be classified as being in poor condition, adequacy and/or serviceability? Accurate support information, such as pavement management inventories or bridge condition summaries, must be provided to substantiate the stated percentage.

Typical examples are:

Road percentage= $\frac{\text{Miles of road that are in poor condition}}{\text{Total miles of road within jurisdiction}}$

Storm percentage= $\frac{\text{Miles of storm sewers that are in poor condition}}{\text{Total miles of storm sewers within jurisdiction}}$

Bridge percentage= $\frac{\text{Number of bridges that are in poor condition}}{\text{Number of bridges within jurisdiction}}$

	<u>Bridges Poor</u>	<u>8</u>	
Bridge Percentage =	Number of Bridges	= $\frac{8}{72}$	= 11.1%

2. What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the latest general appraisal and condition rating.

Closed	_____	Poor	_____X_____
Fair	_____	Good	_____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

See attached page 1a.

3. If State Issue 2 funds are awarded, how soon (in weeks or months) after completion of the agreement with OPWC would the opening of bids occur? The Integrating Committee will be reviewing schedules submitted for previous projects to help judge the accuracy of a particular jurisdiction's anticipated schedule.

6 months

Please indicate the current status of the project development by circling the appropriate answers below. PROVIDE ACCURATE ESTIMATE.

- | | | | |
|--|------------|-----------|------------|
| a) Has the Consultant been selected?..... | Yes | No | <u>N/A</u> |
| b) Preliminary development or engineering completed? | <u>Yes</u> | No | N/A |
| c) Detailed construction plans completed?..... | Yes | <u>No</u> | N/A |
| d) All right-of-way and easements acquired?..... | Yes | <u>No</u> | N/A |
| e) Utility coordination completed?..... | Yes | <u>No</u> | N/A |

Give estimate of time, in weeks or months, to complete any item above not yet completed.

9 months

4. How will the proposed infrastructure activity impact the general health, welfare, and safety of the service area? (Typical examples include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce.)

See Page 1a

5. For any project involving GRANTS, the local jurisdiction must provide a MINIMUM OF 10% of the anticipated construction cost. Additionally, the local jurisdiction must pay 100% of the costs of preliminary engineering, inspection, and right-of-way. If a project is to be funded under Issue 2 or Small Government, the costs of any betterment/expansion are 100% local. Local matching funds must either be currently on deposit with the jurisdiction, or certified as having been approved or encumbered by an outside agency (MRF, CDBG, etc.). Proposed funding must be shown on the Project Application under Section 3.2, "Project Financial Resources". For a project involving LOANS or CREDIT ENHANCEMENTS, 100% of construction costs are eligible for funding, with no local match required.

What matching funds are to be used for this project? (i.e. Federal, State, MRF, Local, etc.)

Municipal Road Funds

To what extent are matching funds to be utilized, expressed as a percentage of anticipated CONSTRUCTION costs?

20%

ADDITIONAL SUPPORT INFORMATION

2. The existing bridge lacks adequate load-carrying capacity due to its deteriorated condition. Severe corrosion with significant section loss exists on all components of the steel structure. The sidewalks are severely deteriorated on the north and south due to concrete spalling. As a result, the north walk has been closed, and the south walk has been temporarily repaired.

The roadway width narrows from approximately sixty (60) feet on the approaches to four (4) narrow, nine-and-a-half (9'-6") lanes without any berm width. Also, the above-grade steel truss and sidewalk railing, with the narrow, curved roadway alignment combine to minimize the site distance for vehicles crossing the bridge.

The Spring Grove Avenue Bridge is sixty-five (65) years old.

4. The existing structure is too narrow and the end posts are a traffic hazard. Due to the extensive deterioration, the structure will be posted for reduced loads. The posting will have an impact on truck traffic since the surrounding area is industrial. The new structure will handle all legal loads and four (4) 12'-0" lanes with proper berm width. The proposed steel superstructure will be located below the roadway eliminating safety hazards.

6. Has any formal action by a federal, state, or local government agency resulted in a complete ban or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of new building permits.) **THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE CONSIDERED VALID. Attach a copy of the document (ordinance, resolution, etc.) which imposes the ban.**

COMPLETE BAN _____

PARTIAL BAN X*

NO BAN _____

Will the ban be removed after the project is completed? YES _____ NO _____

- * The City is in the process of posting a load restriction on the structure subject to approval by HAM County Commissioners. See Exhib. A

7. What is the total number of existing users that will benefit as a result of the proposed project? Use specific criteria such as households, traffic counts, ridership figures for public transit, daily users, etc., and equate to an equal measurement of users:

ADT = 12,851 veh./day

USERS = 15,421 occupants/day

For roads and bridges, multiply current documented Average Daily Traffic by 1.2 occupants per car (I.T.E. estimated conversion factor) to determine users per day. Ridership figures for public transit must be documented. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by four (4) to determine the approximate number of users per day.

8. The Ohio Public Works Commission requires that all jurisdictions applying for project funding develop a five year overall Capital Improvement Plan that shall be updated annually. The Plan is to include an inventory and condition survey of existing capital improvements, and a list detailing a schedule for capital improvements and/or maintenance. Both Five-Year Overall and Five-Year Issue 2 Capital Improvement Plans are required.

Copies of these Plans are to be submitted to the District Integrating Committee at the same time the Project Application is submitted.

9. Is the infrastructure to be improved part of a facility that has regional significance? (Consider the number of jurisdictions served, size of service area, trip lengths, functional classification, and length of route.) Provide supporting information.

Yes, the Spring Grove Ave. Bridge has tremendous regional impact linking the City of Cincinnati with Hamilton County. The road is classified as a major arterial on the Federal Aid Urban System, and carries considerable truck traffic from several nearby large industries.

OHIO INFRASTRUCTURE BOND PROGRAM (ISSUE 2) - ROUND 5
LOCAL TRANSPORTATION IMPROVEMENT PROGRAM (LTIP) - ROUND 4
EY 1993 PROJECT SELECTION CRITERIA - 7/1/92 TO 6/30/93
ADOPTED BY DISTRICT 2 INTEGRATING COMMITTEE, 2/21/92

JURISDICTION/AGENCY: CITY OF CINCINNATI

PROJECT IDENTIFICATION:

SPRING GROVE AVENUE BRIDGE OVER
MILL CREEK @ P46

PROPOSED FUNDING:

80/20

ELIGIBLE CATEGORY:

ST 2 / LTIP

POINTS

TOTAL POINTS FOR THIS PROJECT - _____

10

1) Type of project

10 Points - Bridge, road, stormwater
5 Points - All other projects

0

2) If Issue 2/LTIP funds are granted, when would the construction contract be awarded? (Even though the jurisdictions will be asked this question, the Support Staff will assign points based on engineering experience.)

10 Points - Will definitely be awarded by end of 1992
5 Points - Some doubt as to whether it can be awarded by end of 1992
0 Points - No way it can be awarded in 1992

15

3) What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.

15 Points - Poor condition
12 Points -
9 Points - Fair to Poor condition
6 Points -
3 Points - Fair condition

NOTE: If infrastructure is in "good" or better condition, it will NOT be considered for Issue 2/LTIP funding, unless it is a betterment project that will improve serviceability.

- 6 4) If the project is built, what will be its effect on the facility's serviceability?

10 Points - Significantly effect on serviceability (e.g., widen to add lanes along entire project)
8 Points - Moderate to significant effect on serviceability
6 Points - Moderately effect on serviceability (e.g., widen existing lanes)
4 Points - Little to no effect on serviceability
2 Point - Little or no effect on serviceability (e.g., street or bridge deck rehab)

- 1 5) Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what portion can be classified as being in poor or worse condition, and/or inadequate in service?

3 Points - 50% and over
2 Points - 30% to 49.9%
1 Point - 10% to 29.9%
0 Points - Less than 10%

- 8 6) How important is the project to the HEALTH, SAFETY, and WELFARE of the public and the citizens of the District and/or the service area?

10 Points - Highly significant importance, with substantial impact on all 3 factors

8 Points - Considerably significant importance, with substantial impact on 2 factors OR noticeable impact on all 3 factors

6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors

4 Points - Minimal importance, with noticeable impact on 1 factor

2 Points - No measurable impact

SAFETY

HEALTH - EMERGENCY RUNS TO NOSP.

- 6 7) What is the overall economic health of the jurisdiction?

10 Points - Poor
8 Points -
6 Points - Fair
4 Points -
2 Points - Excellent

2

- 8) What matching funds are being committed to the project, expressed as a percentage of the TOTAL CONSTRUCTION COST? Matching funds may be local, federal, ODOT, MRF, etc. or a combination of funds. Loan and credit enhancement projects automatically receive 5 points. MINIMUM 10% MATCHING FUNDS REQUIRED FOR GRANT-FUNDED PROJECTS

5 Points - More than 50%
4 Points - 40% to 49.9%
3 Points - 30% to 39.9%
2 Points - 20% to 29.9%
1 Point - 10% to 19.9%

- 5*
*PENDING
- 9) Has any formal action or orders by a federal, state, or local governmental agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? Examples include weight limits on structures, EPA orders to replace or repair sewerage, and moratoriums on building permits in a particular area due to local flooding downstream. POINTS CAN BE AWARDED ONLY IF CONSTRUCTION OF THE PROJECT BEING RATED WILL CAUSE THE BAN TO BE REMOVED.

10 Points - Complete ban
5 Points - Partial ban
0 Points - No ban

- 10
- 10) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include traffic counts & households served, when converted to a measurement of persons. Public transit users are permitted to be counted for roads and bridges, but only when certifiable ridership figures are provided.

10 Points - 10,000 and Over
8 Points - 7,500 to 9,999
6 Points - 5,000 to 7,499
4 Points - 2,500 to 4,999
2 Points - 2,499 and Under

- 5
- 11) Does the infrastructure have REGIONAL impact? Consider originations & destinations of traffic, functional classification, size of service area, number of jurisdictions served, etc. (Functional classifications to be revised in the future to conform to new Surface Transportation Act.)

5 Points - Major impact (e.g., major multi-jurisdictional route, primary feed route to an Interstate, Federal-Aid Primary routes)
4 Points -
3 Points - Moderate impact (e.g., principal thoroughfares, Federal-Aid Urban routes)
2 Points -
1 Point - Minimal or no impact (e.g., cul-de-sacs, subdivision streets)

TOTAL AVAILABLE POINTS: 98